

CHINA



MAIL.

Established February, 1845

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXV, No. 4852.

號四廿月正年九十七百八千一英

HONGKONG, FRIDAY, JANUARY 24, 1879.

日三初月正年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALLEN, 8, Clement's Lane, Lombard Street. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTH, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRAGON & Co., 100 & 104, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSNY, 19, Rue Monsieur, Paris.

NEW YORK:—ANDREW WINT, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BRAN & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Square, Singapore. C. HEINZEL & Co., Manila.

CHINA:—Macao, Messrs A. A. DE MELLO & Co. Swatow, CAMPBELL & Co. Amoy, WILSON, NICHOLS & Co. Foochow, HEDDER & Co. Shanghai, LANE, CRAWFORD & Co. and KELLY & WALSH. Yokohama, LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, 5,000,000 Dollars. Reserve Fund, 1,200,000 Dollars.

COURT OF DIRECTORS.
Chairman—F. D. SASSOON, Esq.
Deputy Chairman—W. H. FORBES, Esq.
E. R. BELLHOS, Esq. A. McIVER, Esq.
H. L. DALRYMPLE, Esq. WILHELM REINER, Esq.
H. HOPKINS, Esq. W. S. YOUNG, Esq.
Hon. W. KESWICK.

CHIEF MANAGER.
Hongkong, THOMAS JACKSON, Esq.
MANAGER.
Shanghai, EWEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, November 26, 1878.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.

At 3 months' notice 3 per cent. per annum.
" 6 " " 4 " "
" 12 " " 5 " "

On Current Accounts at Rates which can be ascertained at their Office.

D. A. J. CROMBIE,
Acting Manager.

Oriental Bank Corporation,
Hongkong, November 23, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000.
RESERVE FUND, £150,000.

BANKERS.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On Current Accounts, 2 per cent. per annum on the daily balance.

On Fixed Deposits.

For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. "
" 12 " 5 per cent. "

For Sale.

FOR SALE.

FINE NEW FIGS, direct from Smyrna.

Brazil and Barcelona NUTS.

LETT'S DIARIES for 1879.

Central and Pin Fire CARTRIDGE CASES.

CLOTH and FELT GUN-WADS.

AMERICAN PARLOUR and COOKING STOVES.

COAL SCUTTLES, new designs.

FENDERS and FIRE IRONS.

COCOA MATTING.

TAPESTRY CARPET.

DOOR MATS.

California LAMBSWOOL BLANKETS.

WHITNEY BLANKETS.

REP and other TABLE COVERS, Fancy Patterns.

TABLE LINEN. FINE TURKISH TOWELS.

LINEN SHEETING. PILLOW LINEN.

GREEN and MARONE REP.

FLANNEL SHIRTINGS.

FANCY FLANNEL for Gents' Suits.

NAVY BLUE SERGE.

CLOTH TROWER LENGTHS, Assorted Patterns.

ALBUMS, in great variety.

CRUMB BRUSHES and TRAYS.

CHUBB'S CASH and DEED BOXES.

VEYRON'S AUTOMATIC COFFEE MACHINES.

COFFEE ROASTERS. TREMBLING CALL BELLS.

IMPERIAL TRACING CLOTH.

DESSERT, DINNER and BREAKFAST SERVICES.

TABLE GLASSWARE, of every Description.

FOLDING CHAIRS.

CIGARS, CIGARETTES.

KELLY'S FAMOUS CUT TOBACCOS.

HOUSEHOLD STORES, of every Description.

CLARET in Casks. MALT. HOPS.

CAUSTIC SODA, CANADIAN POTASH.

CARBOLIC ACID, CHLORIDE OF LIME, &c., &c., &c.

LAMBERT, ATKINSON & CO.

Hongkong, November 16, 1878.

S A M U E L

S T U L T Z,

HAS JUST RECEIVED PER "CYPHRENE,"

AND

HAS FOR SALE—

NEW PATTERNS in CARPETS.

WINDOW CURTAINS of all kinds.

TABLE CLOTHS & TABLE NAPKINS.

HATS in every STYLE.

DRESS BOOTS, and SHOES.

88 and 90, Queen's Road Central.

Hongkong, December 11, 1878. fe13

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.

CHINA MAIL Office.

Volume Seventh of the

"CHINA REVIEW."

Now Ready.

No. 3.—VOL. VII.

—OF THE—

"CHINA REVIEW"

CONTAINS—

Jottings from the Book of Rites.

Geographical Notes on the Province of Kiangsi.

Ethnological Sketches from the Dawn of History.

Coins of the "Ta-Tsing" Dynasty.

The Critical Disquisitions of Wang Ch'ung.

The Ballads of the Shik'ing.

Translations of Chinese School-books.

Tonic and Vocal Modification in the Foochow Dialect.

Legislation and Law in Ancient China.

A Plea for "Fan-k'wai."

Short Notices of New Books and Literary Intelligence.

Notes and Queries:—

Taxes on Industries in Canton.

A Bit of Folk-lore about Candles, Lamps and Fire.

Legends on Chinese Porcelain.

Tame Birds.

For Sale.

EX LATE ARRIVALS.

WOOLLEN SOCKS, DRAWERS and UNDERSHIRTS.

LETT'S DIARIES. LETT'S DIARIES.

RIDING WHIPS, BRIDLES and PONY HARNESS.

RUG STRAPS, YORK HAMS, CHIT BOOKS.

HORSE CLIPPERS, FILTERS, SILBER LAMPS.

French and English BOOTS and SHOES.

The New Patent LIFE VESTS.

PONY HARNESS, CHUBB'S FIREPROOF SAFES.

SALAMANDERS for Heating Baths.

WORKS OF REFERENCE, California APPLES.

HAIR BRUSHES, BILLIARD CLOTHS.

COPYING PRESSES, CHRISTY'S HATS.

SCARFS, COLLARS, KID GLOVES.

FOOD WARMERS, CIGARETTES.

CRICKET BATS, BALLS, GLOVES, &c.

PARTAGA'S HAVANA CIGARS.

BATH TOWELS, PAINT BOXES.

DAMASK for Table Cloth, STATIONERY.

PATENT WATER CLOSETS, POCKET BOOKS.

DOG COLLARS and CHAINS, TENNIS BALLS.

CHILDREN'S BOOKS, VALISES.

Ladies' and Gentlemen's DRESSING BAGS, Fitted.

AIR CUSHIONS, BILLIARD BALLS.

SHORT SNIDERS with SWORD BAYONETS.

BASS'S ALLE.

GUINNESS'S STOUT, Bottled by FOSTER.

Bass in Hhds., SACCOONE'S SHERRIES.

LANE, CRAWFORD & Co.

Hongkong, January 9, 1879.

Notices of Firms.

NOTICE.

THE INTEREST and RESPONSIBILITY of JOHN GRANT SMITH and WILLIAM DULAN in our Firm CEASED on the 31st day of December, 1878.

MACGOWEN, FRICKEL & Co.

Dated this 31st day of December, 1878. fe14

NOTICE.

I HAVE This Day ESTABLISHED myself as a COMMISSION MERCHANT, &c., at No. 2, Queen's Road, under the Style of "J. G. SMITH & Co."

J. GRANT SMITH.

Hongkong, January 1, 1879.

NOTICE.

THE BUSINESS hitherto Conducted by us at this Port, CANTON and SHANGHAI will be CONTINUED from this Date under the Style and Title of VOGEL & Co.

VOGEL, HAGEDORN & Co.

Hongkong, January 1, 1879. fe1

NOTICE.

WE have ESTABLISHED a BRANCH of our Firm at SHANGHAI.

ARNHOLD, KARBERG & Co.

Hongkong, December 31, 1878. ja31

NOTICE.

I HAVE This Day ESTABLISHED myself at this Port and at CANTON as MERCHANT and COMMISSION AGENT, under the Firm or Style of PUSTAU & Co.

T. I. E. VON PUSTAU.

Hongkong, January 1, 1879. fe1

NOTICE.

I Have This Day RESUMED my BUSINESS as MARINE SURVEYOR at this Port.

R. H. CAIRNS,

Surveyor to Local Insurance Offices and Lloyd's Register of Shipping.

Club Chambers,

Hongkong, December 21, 1878. fe1

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. OTTO BENEKE in our Firm CEASED on 31st December, 1878.

CARLOWITZ & Co.

Canton, Hongkong and Shanghai, { January 1, 1879. fe1

NOTICE.

I HAVE This Day ESTABLISHED myself as a PUBLIC ACCOUNTANT and AUDITOR.

THOS. ARNOLD.

10, Bank Buildings,

Hongkong, January 1, 1879. fe1

NOTICE.

MR. ROBERT BERNHARD has This Day CEASED to be a Partner in our Business.

HEINEMANN & Co.,

Ship Brokers,

Hongkong, January 17, 1879. fe17

Intimations.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twenty-Fifth Ordinary Half-yearly MEETING of SHAREHOLDERS in the Company will be Held at the Office of the Company, No. 50 A, Queen's Road, on WEDNESDAY, the 29th Instant, at 3 o'clock in the Afternoon, for the purpose of Receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing a Director and Auditors.

By Order of the Board of Directors,

P. A. DA COSTA,

Secretary.

Hongkong, January 10, 1879. ja29

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

THE Transfer BOOKS of the Company will be CLOSED from the 16th to the 29th Instant, inclusive.

By Order of the Board of Directors,

P. A. DA COSTA,

Secretary.

Hongkong, January 10, 1879. ja29

NOTICE.

G. FALCONER & Co. beg to announce that, during DECEMBER and JANUARY Next, they will offer their Large and Magnificent Stock of JEWELLERY, WATCHES, CLOCKS, SILVER and ELECTRO-PLATE, &c., &c., Considerably under the Usual Prices.

Just Arrived from England, an Elegant ASSORTMENT of SILVER CUPS, suitable for REGATTA or RACE MEETINGS.

Hongkong, November 26, 1878. fe1

NOTICE.

THE above SOCIETY'S ANNUAL EXHIBITION of FLOWERS, FRUIT, VEGETABLES, &c., will be Held on WEDNESDAY and THURSDAY, the 12th and 13th of February, 1879.

W. M. B. ARTHUR,

Hon. Secretary.

Hongkong, January 23, 1879. fe13

DENTAL NOTICE.

DR. ROGERS has Returned and is Now Ready to RECEIVE PATIENTS at No. 7, ARBUTHNOT ROAD.

Hongkong, November 23, 1878.

LOST.

ABOUT the 27th or 28th Dec., an English White Poodle DOG, Female, answers to the name of "BEAUTY." A Liberal Reward will be given for its return to 3rd door above Gage Street, on Peel Street, Miss GORDON.

Hongkong, January 21, 1879.

NOTICE.

FROM the 1st of OCTOBER, Dr. EASTLAKE will receive his PATIENTS at his new DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL.

Hongkong, September 23, 1878.

Shipping.

Steamers.

FOR SWATOW, AMOY & FOOCHOW.

The Steamship "DOUGLAS."

Captain YOUNG, will be despatched for the above Ports on SUNDAY, the 28th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, January 23, 1879. ja26

FOR SINGAPORE, BRISBANE, SYDNEY & MELBOURNE.

(Calling off the usual Coast Ports, and taking through Cargo and Passengers for New Zealand.)

The Eastern and Australasian Mail Steam Co.'s Steamer "NORMANBY"

will be despatched as above on TUESDAY, the 28th Instant, at 2 p.m., instead of as previously advertised.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, January 23, 1879. ja26

Shipping.

Sailing Vessels.

FOR NEW YORK.

The 41 American Bark "J. H. INGERSOLL,"

Captain Dow, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, December 30, 1878. ja30

FOR NEW YORK.

The 41 American Bark "AGATE,"

Fire, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co.

Hongkong, January 20, 1879.

FOR HAMBURG.

The 3/3 L. 1. 1. German Bark "CONDOR,"

Steffens, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co.

Hongkong, December 13, 1878.

To Let.

TO BE LET.

HOUSES Nos. 5 and 9, Zetland Street.
DAVID SASSOON, SONS & Co.
Hongkong, January 2, 1879.

TO LET.

FIRST-CLASS OFFICES and GOD-
DOWNS, Nos. 54 and 60,
Praya Central.

Apply to

WO HANG,

Nos. 6 and 7, Praya West.

Hongkong, January 2, 1879.

TO LET.

IN the Houses on MARINE LOT 65,
formerly known as the Blue Houses,
situated on Praya East:—
FIRST FLOOR, No. 2, with possession
1st February.

Also,

SIX SPACIOUS ROOMS, with Cor-
ridors and Out-houses in the DWELLING
HOUSE, to the Eastward of the Pier at
Wanchai. These may be had in Apart-
ments of Two or Three Rooms to suit
convenience. Fine spacious Verandah looking
on the Harbour. Immediate Possession.

TO LET.

FIRST CLASS GRANITE GODOWNS,
attached to Blue Houses at Wanchai,
MARINE LOT 65.

Also,

A SPACIOUS TIMBER YARD, close
to the Wanchai Pier. Timber received on
Storage or the Yard Rented.

For further particulars, apply to
MEYER & Co.

Hongkong, August 15, 1878.

TO BE LET.

TWO Excellent STONE-FLOORED
GODOWNS, on Marine Lot No. 10,
Praya Central.

Apply to

TURNER & Co.

Hongkong, August 1, 1878.

Notices to Consignees.

FROM LONDON AND SINGAPORE.

THE S. S. *Glenorchy* having arrived from
the above Ports, Consignees of Cargo
are hereby informed that their Goods—
with the exception of Opium—are being
landed at their risk into the Godowns
of the Undersigned, whence and/or from
the Wharves or Boats delivery may be
obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 2
p.m., To-day.

Cargo remaining undelivered after the
27th instant will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.

Hongkong, January 20, 1879. ja27

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo
are requested to send their Bills of
Lading to the Undersigned for counter-
signature, and take immediate delivery.
This Cargo has been landed and stored at
their risk and expense.

No Fire Insurance has been effected.
L. HENNEQUIN,
Actg. Agent.

Ex "Iravaddy."

G (in diamond) No. 1/3, Messrs Gillman
& Co., 3 cases Granite, from London.

Hongkong, January 3, 1879.

Intimations.

NOTICE.

THE Head Office of the CHINESE IN-
SURANCE COMPANY, LIMITED,
is This Day REMOVED to No. 39, QUEEN'S
ROAD CENTRAL.

J. BRADLEE SMITH,
General Agent.

Hongkong, December 30, 1878. ja30

PLEASE NOTICE.

MR. H. SCHÜREN begs to advertise
that he will leave this Colony for
EUROPE on or about the 8th of March next,
and that therefore no Photos can be taken
by him after the 28th of February.

Hongkong, January 13, 1879. fe13

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:—

FORTENAY, British ship, Capt. Geo. B.
Taylor.—Arnhold, Karberg & Co.

FANNY, French barque, Captain E. M.
Gouyo.—Landstein & Co.

PRINCE ARTHUR, British barque, Capt.
R. Wills.—Chinese.

PACIFIC, German steamer, Capt. Horn-
schelm.—Siemssen & Co.

PILGRIM, American ship, Capt. Fowle.—
Russell & Co.

ALFREDO, Italian barque, Captain S.
Pittaluga.—Borneo Co., Limited.

HAKON ADOLFSTERN, Norwegian steamer,
Captain O. C. Berge.—Arnhold, Karberg
& Co.

To-day's Advertisements.

NOTICE.

MR. FZKIEL ABRAHAM SOLO
MON has been admitted a Partner
in our Firm at this Port and in China,
from 1st January, 1879.

E. D. SASSOON & Co.
Hongkong, January 24, 1879. fe24

To-day's Advertisements.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOT POSTE FRANCAIS.

The Company's Steamship
"TANANIS,"
Commandant DE LA MARCELLE,
will be despatched for YOKO-
HAMA on SATURDAY, the 25th instant,
at 4 p.m.

L. HENNEQUIN,
Actg. Agent.

Hongkong, January 24, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOT POSTE FRANCAIS.

The Company's Steamship
"YANGTSE,"
Commandant NONDET, will
be despatched for SHANGHAI
on SATURDAY, the 25th inst., at 5 p.m.

L. HENNEQUIN,
Actg. Agent.

Hongkong, January 24, 1879.

COMPAGNIE DES MESSAGERIES
MARITIMES.

S. S. YANGTSE.

NOTICE.

CONSIGNEES of Cargo per S. S.
Euphrate, from London, in connection
with the above Steamer, are hereby
informed that their Goods are being
landed and stored at their risk at the Com-
pany's Godowns, whence delivery may be
obtained immediately after landing.

Optional Cargo will be forwarded on
unless intimation is received from the Con-
signees, before To-day, the 24th instant,
at 3 p.m., requesting it to be landed here.

Bills of Lading will be countersigned by
the Undersigned.

Goods remaining unclaimed after Fri-
day, the 31st instant, at Noon, will be
subject to rent and landing charges.

No Fire Insurance has been effected.
L. HENNEQUIN,
Actg. Agent.

Hongkong, January 24, 1879.

FOR AMOY, TAMSUI & TAIWANFOO.

The Steamship
"HALLOONG,"
Captain GOODE, will be de-
spatched for the above Ports
on TUESDAY, the 28th instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.

Hongkong, January 24, 1879. ja28

FOR SHANGHAI, YOKOHAMA AND
HIOGO.

The Steamship
"GORDON CASTLE,"
expected here on or about
the 27th instant, will have
immediate despatch for the above Ports.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, January 24, 1879.

THE CHINA FIRE INSURANCE COM-
PANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TENTH ORDINARY MEETING
of SHAREHOLDERS in the Com-
pany will be held at the Company's Office,
39, Queen's Road, Victoria, at HALF PAST
Two o'clock in the Afternoon of MON-
DAY, the 24th February next, for the
purpose of receiving a Statement of Ac-
counts and the Report of the Directors for
the year ending 31st December, 1878.

The Transfer BOOKS of the Company
will be CLOSED from the 11th to the 24th
February, both days inclusive.

By Order,
JAS. B. COUGHTRIE,
Secretary.

Hongkong, January 24, 1879. fe24

SHIPPING.

ARRIVALS.

Jan. 24, *Yang-tse*, French steamer, 2400
tonnes, Marseilles Dec. 15, Naples 17,
Port Said 22, Aden 27, Colombo Jan. 6,
Galle 7, Singapore 16, and Saigon 20, Mails
and General.—MESSAGERIES MARITIMES.

Jan. 24, *Sun-kee*, Chinese R. O., from
Cheong chow.

Jan. 24, *Vicent*, Spanish barque, 618
tons, Jan. 15, Timber.—REMEDIOS & Co.

Jan. 24, *Kirkland*, British barque, 493
tons, College, Saigon Dec. 8, Salt.—CHINESE.

Jan. 24, E. M. S. *Vigilant*, from Canton.

DEPARTURES.

Jan. 24, *Tenzer*, for Shanghai.

Jan. 24, *Hwai Yuen*, for Canton.

Jan. 24, *Wrecker*, for Cap-sing-moon.

CLEARED.

Stensborg, for Chesoo.

PASSENGERS.

ARRIVED.

Per *Yang-tse*, for Hongkong from Mar-
seilles, Mr and Mrs A. B. Johnson, Messrs
R. Lyall, Peterson, Carrique, Low, daughter
and infant, and Capt. Mercier; from Singa-
pore, Mr and Mrs Holland, Mr and Mrs
Muholland, Messrs A. Solomon and A.
Deschamel; from Saigon, Messrs Gautin
Wae, Bourisboure, Mertile, Cauchet, and
Thomine, and 11 Chinese.—For Shanghai:
from Marseilles, Messrs Geotzer, Shear, &
Tomatin, Samsbrook, Ma Yuyung, Klog
Shiyung, Mr Roberts and daughter; from
Port Said, Mr Mondini.—For Yokohama:
from Marseilles, Messrs Atkinson, Takata
Saysa, Isogayakemilli, Kato Jyungo, Mas-
tamoto Hanpo, Noyokota, Tomokilli, Yuro,
and de Ketrassoul; from Naples, Mr G.
Bulmida.

DEPARTED.

Per *Tenzer*, for Shanghai, Master Purcoll.

SHIPPING REPORTS.

The British steamer *Norhamby* reports:
Left Sydney at 8 p.m. on the 23rd Dec.,
passed Smoky Cape at midnight on the
24th, Cape Byron at 6.55 p.m. on the 25th,
Cape Morton at 11 a.m. on the 26th,
rounded Break Sea Spit at noon on the
27th, passed Cape Capricorn Light at 1.59

a.m. on the 28th, Bowen at 4.30 p.m. on
the 29th, and arrived off Townsville 8.15
a.m. on the 30th, left again at 5.30 p.m.
same date. Passed Fitzroy Island at 2
p.m. on the 31st, and anchored off Home
Islands at 4.45 a.m. on the 1st inst., hove
up at 4.30 a.m., proceeded and arrived at
Cooktown at 7.30 a.m. same date. Left
Cooktown on the 2nd inst. at 3 p.m.
passed through Albany Pass at 6 p.m. on
the 4th, and anchored under the lee of
Tuesday Island at 8.45 p.m. same date
(heavy gales and dirty thick weather), at
4.40 a.m. on the 5th again proceeded, and
passed Lipill Reef at 6.45 a.m., where the
S. S. *Mocca* is on shore. At Goodie Island
signals were made requesting us to go in
and take on board passengers, mails and
cargo proceeded at 4 p.m. same date, passed
through Manla Straits at 11 a.m. on the
18th, Baslin Passage at 11 p.m. on the 19th,
Mindoro Island at 4 p.m. on the 19th,
and arrived at Hongkong at 11.30 a.m. the
23rd Jan. From Sydney to Cooktown ex-
perienced fresh Northerly winds and fine
weather, from thence to Torres Straits
strong head winds and dirty weather, and
from thence to Arus Island strong N.W.
gales attended with high sea, from thence
to Baslin Straits moderate Westerly and
Northerly winds with occasional rain
squalls, and from thence to arrival in port
moderate N.E. monsoon and fine weather.
From 8 p.m. on the 22nd experienced a
dense fog which detained the ship 8 hours,
stopped off Waglan Island until 9 a.m.
when fog lifted. Passed the E. and A.
Co.'s S. S. *Menmuir* off Indian head on the
morning of the 27th ult., and a steamer
bound East 60 miles West of Banks passage
on the 15th inst., and one bound to the
South-East off the Island of Pany on the
18th, also a steamer bound to the Eastward
on the afternoon of the 20th inst.

Shipping Intelligence.

The following is corrected from the latest
London and Colonial Papers, &c.:—
VESSELS TO ARRIVE.

AT HONGKONG.

When left.	Name.	From.
Mar.	23, Oracle,	Liverpool
30, Bristolian,	Antwerp	
June	26, Underwriter,	Fortress Monroe
July	28, Abbey Cooper,	Antwerp
Aug.	1, Bury St. Edmunds, Penarth	
8, Urania,	Penarth	
Sept.	18, Excelsior,	Hamburg
17, James Shepherd,	London	
17, Clurann,	Liverpool	via Cardiff
Oct.	16, Jacobine,	Liverpool
19, Hermann,	Bremen	
Nov.	9, Jan Peter,	Maasbuis
21, Fulda,	Hamburg	
29, Rosaire,	Cardiff	
Dec.	1, Nestor (s.),	Liverpool
7, Gordon Castle,	London	
10, Blenheim,	Antwerp	
11, Glauca (s.),	Liverpool	

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Suez Canal.	At Liverpool.
Radnorshire.	Teviot.
Scotland.	Sailing Vessel.
Carriicks.	Devana.
Ulysses (s.)	

CARGOES.

Per S. S. *Gaelic*, sailed 2nd January,
1879:—For Yokohama, 404 bags Sugar, 15
cases Castor Oil, and 31 pgs. Merchandise;
from San Francisco, 1,000 bales Hemp, 44
cases Silks, 8 bales Raw Silk, 118 pgs.
Nutmegs, 243 pgs. Tea, 10 pgs. Olgars,
10 bags Cloves, 151 bags Tapioca, 407 bags
Beans, 46,815 bags Rice, 500 bags Sugar,
68 bags Tul Seeds, 1,295 Empty Quicksilver
Flasks, 78 boxes Prepared Opium, 12 pgs.
Crude Opium, and 3.5 pgs. Merchandise;
for Boston, 12 bales Raw Silk, and 8 cases
China-ware; for New York, 4 cases Raw
Silk, 318 bales Raw Silk, 2 cases Silk
Goods, 4 pgs. Merchandise, and 562 pgs.
Tea; for Chicago, 1,334 pgs. Tea.

Per S. S. *City of Tokio*, sailed 17th Jan.,
1879:—For Yokohama, 1,700 bags Sugar,
1,253 bags Peas, 203 pgs. Gorgeades, 150
bales Yarn, and 389 pgs. Merchandise; for
San Francisco, 17,572 bags Rice, 100 bags
Coffee, 200 bags Beans, 1,000 bales Hemp,
1,810 Quicksilver Flasks, 50 pgs. Opium,
38 pgs. Tea (2,366 lbs.), 3 bales Silk,
1,465 pgs. Merchandise, and 2 boxes Treas-
ure (\$2,600); for Victoria, 5 pgs. Opium,
for Punta Arenas, 6 pgs. Silks, and 6
pgs. Lacquered-ware; for Panama, 2 pgs.
Silks, 4 pgs. Opium, and 16 pgs. Mer-
chandise; for Callao, 1 pgs. Opium, 32
pgs. Silks, and 6 pgs. Merchandise; for
Trinidad, 3 pgs. Medicine; for Valparaiso,
8 pgs. Silks; for New York, 155 bales
Silk, 229 rolls Matting, and 8 pgs. Mer-
chandise; for Boston, 1 pgs. Silk Goods,
and 4 bales Silk.

POST OFFICE NOTICES.

MAILS will close:—

For YOKOHAMA.—
Per *Tanais*, at 3.30 p.m. To-morrow, the
25th inst.

For SHANGHAI.—
Per *Yang-tse*, at 4 p.m. To-morrow, the
25th inst., late letters received from
4.10 to 4.30, with 18 cents late fee.

For SWATOW, AMOY, & FOOCHEW.—
Per *Doiglad*, at 6 p.m., on Saturday, the
25th inst.

For AMOY, TAMSUI, AND TAIWAN.—
Per *Hailong*, at 11.30 a.m., on Tuesday,
the 26th inst.

MAILS BY THE FREIGHT PACKETS.—
The French Contract Packet *Iravaddy* will
be despatched on SATURDAY, the
25th instant, with Mails to and
through the United Kingdom and
Europe, via Naples to Saigon, Etta's
Settlements, Batavia, Burmah, Ceylon,
India (via Madras), Australia, New
Zealand, Tasmania, Fiji, Aden, Sey-
chelles, Reunion, Mauritius, Suva,
and Alexandria. This is the best
opportunity for forwarding Corre-
spondence to E. Africa, the Cape,
St. Helena, and Ascension.

POST OFFICE NOTICES.

MAILS BY THE TORRES STRAITS PACKET.—
The Australian Contract Packet *Norhamby*,
will be despatched from Hongkong, on
TUESDAY, the 28th instant, with
Mails for Singapore, Thursday Island,
Cooktown, Cleveland Bay, Bowen,
Keppel Bay, Brisbane, Sydney, Tas-
mania, New Zealand, Fiji, and Mel-
bourne.

Correspondence cannot be Registered after
1.15 p.m.

The Mails will be closed at 1.30. Supple-
mentary mail on board with 18 cents
late fee till time of departure.

Correspondence for Southern and Western
Australia can be sent by this route if
desired, but as a general rule it is
better to send it via Gallie.

Hongkong, Jan. 24, 1879. ja28

MAILS BY THE BRITISH PACKET.—

The British Contract Packet *Pekin*
will be despatched on SATURDAY,
the 1st February, with Mails to and
through the United Kingdom and
Europe via Brindisi or Southampton;
to the Straits Settlements, Batavia,
Burmah, Ceylon, India, Aden, Egypt,
Malta, and Gibraltar.

N.B.—This Packet carries no mails for the
Australian Colonies, E. or S. Africa,
nor for Mauritius.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Oceanic*,
will be despatched on TUESDAY,
the 4th February, with Mails for
Japan, San Francisco, and the United
States, which will be closed as fol-
lows:—

2.15 P.M. Registry of Letters ceases.

2.30 P.M. Post-Office closes, but Letters
(except for Non-Union Countries) may
be posted on board the Packet with
Late Fee of 18 cents extra Postage
until the time of departure.

Correspondence for Non-Union West Indies
(except the Bahamas and Hayti),
Monte Video, Paraguay, and Uruguay
can no longer be sent by this route.

Hongkong, January 18, 1878. fe4

HOURS OF CLOSING

THE CONTRACT MAILS.

The following hours are observed in closing
Mails, &c., by both the British and
French Contract Packets:—

Day before departure.—
5 P.M.—Money Order Office closes; Post
Office closes except the Night Box,
which remains open all night.

Day of departure.—
7 A.M.—Post Office opens.

10 A.M.—Registry of Letters ceases.
Posting of all printed matter and
patterns ceases.

11 A.M.—Mails closed, except for Late
Letters.

11.10 A.M.—Letters may be posted with
Late Fee of 18 cents until

11.30 A.M.—when the Post Office Closes
entirely.

11.40 A.M.—Late Letters may be posted
on board the packet with Late Fee of
18 cents until time of departure.

Quotations.

HONGKONG, January 24, 1879.

OPIMUM.—New Patna, cash, \$567½	credit, —
" Old Patna, cash, —	credit, —
" New Benares, cash, 527½	credit, —
" Old Benares, cash, —	credit, —
" New Malwa, cash, 765	credit, —
" Old Malwa, cash, 775	credit, —
" Allowance Taela, —	credit, —
" Allowance Taela, —	credit, —

Exchange.

Telegraphic Transfer, ...	3/6
Bank, on demand, ...	3/7
" 30 days' sight, ...	3/8
" 6 months' sight, ...	3/8½
Credits, ...	3/8
Documentary, 6 months' sight, ...	3/8½
Bombay, demand Rupees, ...	220
Calcutta, ...	220
Shanghai, demand, ...	72½
" 30 days, ...	73½
Bar Silver, 17 dwts. B., ...	100½
Sycee, ...	109
Mexicans, ...	2 ½ c.
Gold Leaf, 99½ fine, ...	27.60
English Sovereigns, ...	5.37
Australian Sovereigns, ...	5.37

Shares.

Hongkong Bank, 45 % prem.	
Union Ins. Society of Canton, \$1,870	
China Traders' Ins. Co., \$1,600	
Yangtze Ins. Assoc., Fl. 725	
Chinese Insurance Co., \$310	
North China Ins. Co., Tls. 1.250	
H.K. Fire Ins. Co., \$800	
China Fire Ins. Co., \$180	
H.K. & W. Duck Co., 5 % dis.	
H.K. C. & M. S.-boat Co., \$3 dis.	
Shanghai Steam Navigation, Tls. 17	
China Coast St. Nav. Co., Tls. 102	
Hongkong Gas Co., \$50	
Hongkong Hotel Co., \$65	
China Sugar Refining Co., \$143	
Chinese Imperial Loan, 2109	
Do, of 1877, \$108/10.	

No. 4852.—JANUARY 24, 1879.]

The hold which the Canton steamers have upon the daily course of business in this Colony is evidenced by the commotion which is created whenever a break occurs in the usual routine of the working of the steamers. The accident to the *Powan* has necessitated the *Kinshan* making double trips, and the excitement consequent upon the hurried manner in which the cargo has to be discharged and put on board makes the Canton wharf a scene of unusual bustle in the afternoons. A very large number of passengers left this afternoon, and the steamer was not able to leave before about 5 p.m. and even then quite a number of people were left behind.

OPEN BOAT SAILING RACE.

Five boats entered—Victor Emanuel's gig, Coeran, Sailors' Home, Daphne, and The Small Fish. The start was effected at 1.55 p.m. Stations:—

- 1—The Small Fish
- 2—Coeran
- 3—Sailors' Home
- 4—Victor Emanuel's gig
- 5—Daphne

The course was from the Coal Sheds at Kowloon around the stern of the *Esso* and around the bow of the Spanish barque *Vicenta*, and terminating at the stern of the *Victor Emanuel*. The first mark was passed in the following order:—

- Victor Emanuel's gig
- The Small Fish
- Sailors' Home
- Daphne
- Coeran

They passed the 2nd mark:—

- The Small Fish
- Sailors' Home
- Daphne
- Coeran
- Victor Emanuel's gig

The winning mark was passed:—

- 1—The Small Fish, 8h. 25m.
- 2—Sailors' Home, 3h. 55m.
- 3—Daphne, 4h. 05m.
- 4—Coeran, (Not timed.)
- 5—Victor Emanuel's gig (do.)

OUR CORRESPONDENT "A Real Old Resident" will be interested in the following cutting from the *London & China Express*:—

It is strange that following closely upon the announcement of an indignation meeting against the Government at Hong Kong the leading newspapers should receive telegrams from that colony praising the acts of Mr. Pope Hennessy. The eulogies passed upon this volatile strap seem to have been uttered by the new Chinese Minister in an after-dinner speech at Government House. It is not easy to understand in what respect these effusions are regarded as such importance as to justify their being transmitted here in special telegrams. Baron Huetter evidently did not think they were worth sending, and it would be interesting to know whether the expense of wiring was borne by Mr. Hennessy or the Chinese envoy—the only two persons on earth who could feel any interest in the matter.

The following telegrams are extracted from the *Singapore Daily Times*:—

London, Jan. 18.—The *Times* has reason to believe that Yakob Khan has been officially informed of the conditions of peace, the terms of which are such as he can honorably accept.

The Midland Institute at Birmingham, which contains the largest Shakespearean Library, has been totally destroyed by fire.

PASSENGERS BOOKED FOR HONGKONG.

Per Mess. Mar. *Amazona*, Jan. 26—Mr. F. Stewart.
P. & O. *Deccan*, from Sampton, Dec. 12—Mr. Lamb, Miss McCrene, Mr. W. MacGregor Smith.
P. & O. *Hindostan*, from Sampton, Dec. 26—Mr. W. Harrison.
Per Gordon *Castle*, from London, Dec. 7—Mrs. Sangster, Miss Jackson.

(*L. and C. Express*, Dec. 13th.)

In the House of Commons on the 12th December, Mr. Ashley asked the Under Secretary of State for Foreign Affairs whether anything has been yet settled with regard to the third clause of the third section of the Chefoo Convention; and when the papers relating to this subject will be presented to the House.—In reply, Mr. Bourke said that nothing had been settled in regard to the clause. Sir Thomas Wade was on his way to Calcutta with instructions to make representations to the Viceroy of India on that point. When the arrangements had been concluded the papers would be laid on the table.

Capt. Thomas B. Smith (1858) has been appointed Commodore at Hongkong, in succession to Commodore Watson. Capt. Smith will leave England for Hongkong early in March.

The appointments are gazetted of Staff-Surgeons—Henry A. Close, for service at sick quarters at Yokohama; Robert Nelson, to the *Iron Duke*; and Lieut. E. L. Wilson, to the *Proton* on the China Station.

His Excellency Kwo will, we understand, be received to-day by the Prince of Wales. To-morrow he will leave for Paris, accompanied by Dr. Macartney, and will await the arrival of the new Chinese Minister for St. Petersburg, and his own successor, the Marquis Tseng.

The following members of the China Commission to the Paris Exhibition have been honoured by appointments to the Legion of Honour:—As Commander, Mr. Robert Hart; as Officers, Messrs J. Hart, Campbell, Colin Jamieson, Geo. B. Glover, Bredon, and Detring.

We understand that the Spanish Council of Ministers at Madrid has again taken into consideration the laying down a submarine cable between Hongkong and Manila. Mr. E. Li Fong-pao, the new Charge d'Affaires for China at Berlin, accompanied by his secretary, Mr. John Ki-tung, has been received by the Emperor.

The Queen has conferred the Albert medal of the second class on Mr. William Byers, late second mate of the ship *Harlow*, of Aberdeen, for gallant conduct displayed on the occasion of the wreck of that vessel in the China Sea.

The *Thistle*, gun vessel, Commander R. S. Hunt, arrived at Spithead from China yesterday.

The *Army and Navy Gazette* says:—It is possible, according to reports that have reached us, that the *Vigilant* will have to be ordered home for repairs, as some serious defects in her hull have been discovered. It is thought that the length of time and the labour required to repair her will make it advisable to send her to a home yard instead of to Hongkong. In other respects she is fit for lengthened service on the China Station, she having been thoroughly overhauled at Hongkong on re-commissioning in January last.

The creditors of the firm of Wm. Pustan and Co. assembled at a meeting on the 4th inst., but the only result of their deliberation was the election of three gentlemen, Mr. Bahstedt, Mr. Kousen, and Dr. A. Wolfson, as a committee to investigate the affairs of the firm. A well known accountant of Hamburg, Mr. van den Berg, is now engaged upon the books, and until the publication of the accounts no further proceedings can take place. The solicitors of the firm informed the creditors of the receipt of a telegram from the senior partner, Mr. W. Pustan, now at Hongkong, by which he submits to the resolutions of the committee; and another telegram announces the election of a similar committee, with administrative powers over the Hongkong branch, Mr. Linstead being nominated a trustee. Pending the report of the Hamburg committee, the mode of dealing with the estate remains undecided.

SUPREME COURT.

IN CRIMINAL SESSION.

(Before the Chief Justice, Sir John Smale.)

24th January, 1879.

REGINA v. LI AOHK AND WONG AHO. The prisoners, who were found guilty on Saturday last of stealing a bangle from a child, were brought up to-day for sentence. The first (the thief) was sentenced to five years' and the second (the assistant) to three years' penal servitude.

IN SUMMARY JURISDICTION.

(Before Mr. Justice Snowden.)

DUGGLEBY v. HUMPHREYS, \$538.88.—This was a claim made by an apothecary, lately employed by Messrs A. S. Watson & Co., of the Hongkong Dispensary, for three months' wages and cost of a second class passage to England. A cross-action was also filed by Mr. Humphreys, the proprietor of the Dispensary, for \$268.13, on a promissory note made under one of the sections of the agreement entered into between the parties, whereby Mr. Duggleby agreed to refund the sum of \$80 to the defendant (passage money) in case of the agreement terminating through the misconduct of Mr. Duggleby.

Mr. J. D. Humphreys spoke as to the custom of supplying plaintiff with food and drink. The drink, he said, was supplied at the discretion of his employees, and they were allowed all that was proper for their health. The store boy had to produce anything that he was ordered to by the assistants. Supposing one of the assistants had given an order for one bottle of brandy the boy would have to obey the order. The boy had no discretionary powers, he was entirely under the orders of the European assistants, who were entirely trusted, and no stock account was kept. Supposing one of the assistants wanted a box of cigars or a bottle of brandy for himself, he would obtain it through the store-boy, or more properly still through another assistant. Defendant had reason to complain of the conduct of the plaintiff, who had received about two bottles of brandy per week, and of the incapacity of the plaintiff owing to his intemperate habits. The brandy had also been obtained from the store without payment.

The Court rose about 4 past 1 o'clock.

Mr. Denny appeared for the plaintiff and Mr. Wotton for the defendant.

The case was adjourned until to-morrow at 10 past 10 o'clock.

Police Intelligence.

(Before James Russell, Esq.)

24th January, 1879.

ROGUES AND VAGABONDS.—A number of men were charged with being rogues and vagabonds, having been caught gambling in the public streets. They were fined variously \$1, or imprisoned for 14 days with hard labour.

DRUNKENNESS.

Harry Mills, a seaman residing at the Sailor's Home, was fined 50 cents and ordered to pay 80 cents amends for being drunk and insubordinate.

Neil McCormack, private No. 408 74th Highlanders, was fined \$2 and ordered to pay \$1.50 amends for being drunk and disorderly and damaging some crockery the property of one Chow Atai, at Holywood Road.

(Before C. V. Creagh, Esq.)

Ng Kuo Fung, a soldier at Kowloon city, was charged on remand with attempting to forcibly take away a woman from Show-ki-wan. The case has already been fully reported. No further evidence was taken to-day, and the defendant was further remanded for one week.

CORRESPONDENCE.

THE VEXED QUESTIONS.

To the Editor of the "CHINA MAIL."

January 24, 1879.

SIR,—Is a Hongkong-curio, I propose to to-morrow's mail to send to my distinguished friend Professor Tyndall a list of four of the questions put by Mr. Hennessy to the native youths composing the Chemistry class at the Central School. The fifth question I will take the liberty of framing myself, viz., What is the principal element in the policy adopted by Mr. Hennessy towards the Central School?

Yours &c.

"WHAT IS TRUTH?"

OUR LOCAL BANE.

To the Editor of the "CHINA MAIL."

January 24, 1879.

SIR,—As I am interested to some extent in the stock of our local Bank, might I inquire whether it is the intention of the Directors of that flourishing institution to take cognisance, in their corporate capacity, of certain allegations that have been made

here and at Shanghai regarding the manner in which the duties of directors as such may occasionally clash with individual mercantile interests. It will be a question for the shareholders' consideration at the next meeting, where speculation which appears indirectly to affect the Board should or should not be specially commented upon. That the Board as a body is in any way whatever chargeable with indiscretion of this kind, I do not for a moment believe. But people will talk, or print abuse, and our plain duty seems to me to be to inquire if such things are so; and, if so, what can be done to put a stop to them.

Yours,

A SHAREHOLDER.

WHO KNOWS?

To the Editor of the "CHINA MAIL."

Hongkong, Jan. 20, 1879.

It seems there's a lack, Sir, of sound common sense.

In places where most should be looked for, and

The wisest amongst us are oft heard to say That rascals will soon have it all their own way. The robbers and pirates are blithe as can be, For bobbies they all say they don't care a D. Because, though the latter are wily and brave, And mostly *au fait* at unearthing a knave, It's so very rarely that rascals, who tried, Receive their deserts from the law they're defied. I've tried, but in vain, to discover a reason Why, just at the present unsuitable season, That covey of jail-birds—all rascals, no doubt—Have been, so unwisely, from prison let out. Perhaps it arose from our Governor's fear Let them not spend such a Happy "New Year."

In prison as out of it? Who knows? Again, It might have occurred to his wonderful brain That should (as 'tis said) that they will be long. The pirates again come to bother Hongkong, Our prison would be most infernally small If it were required to accommodate all Who—out of "four thousand"—might have the ill luck

To forfeit their freedom, in spite of their pluck. However! The most that your readers can dare To hope is that actions like this may be rare In future. So now, with my very best grace, I beg to decline using more of your space.

C. W.

Manila.

(Translated from our Manila Exchange, &c.)

A dividend of 5 per centum for the second half year of 1878 has been declared by the Banco Espanol Filipino, adding to the 4.60 per centum distributed for the first six months of the year, the annual dividend amounted to 9.60 per cent., which is a good interest, considering the depressed state of trade.

The duty collected by the Customs for the month of December last amounted to \$118,808 against \$121,143 same time in 1877. The total amount collected during the twelve months of 1878 reached only \$1,493,093 against \$1,541,488 during same period in 1877, which is less in 1878 by \$48,395.

An appeal made by Messrs. Findlay, Richardson & Co., for the withdrawal of the fine imposed by the Customs authorities for not furnishing the manifest of cargo of the ship *Coldingham* within 80 hours of her arrival, has been disallowed.

An earthquake was slightly felt at about 9.30 a.m. of Jan. 3, at Manila and in some provinces. Two new steamers are expected here from Liverpool about the end of the present January for Messrs. Olano-Laranga & Co., which are intended for the inland navigation of this archipelago. The two vessels will be named after the two gallant generals—*Churruar* and *Gravina*—who distinguished themselves in the glorious battle of Trafalgar.

Since the opening of the Suez Canal, the steam traffic was so largely increased in the Indian archipelago, and so increased were the vessels that visited the island of Batavia, that the Netherlands Government had thought fit to construct a new port wide enough for the vessels to lie at more ease. The violence of the wind and the continued state of the sea have rendered it difficult and sometimes impossible to the vessels in the roads for loading and discharging cargoes. The new port, which is being constructed, is situated in the cape Tandjong Priok, to the east of Batavia, and is to have communication with that city by means of a canal and a railway. The work of construction was commenced in 1877, and at present there are 3,000 men employed in it under the direction of European engineers. It is expected that the works will be completed in 1885. The new port is to be called *Prinses Henri*.

A letter from Pollock (Mindanao) dated Dec. 17th last, says that there are more activity and life in that district during the last two months than in any other time; the Governor is pushing forward with will the construction of Government establishments, and the Chinese are erecting houses with iron roofs. The immigrants from Panay dedicate their efforts to the planting of coffee, cacao, and plantain. The Chinese, like the birds of prey, are eagerly trying to obtain as much as possible of coffee from the Moros at the Malabon and Labanan markets, where the Moros, numbering some two to three thousand, make their rendezvous on Saturdays from different places. The streets of Cottabato and Pollock, while the sun is up, are all covered with coffee, cacao, beche-de-mer, paddy, &c.

China.

WENCHOW.

Jan. 18.

Judging from what I hear, the decision come to in Peking by our authorities, as to the identity of the vessel detained with the missing *lorcha* *Mandarin* or the trustworthiness of the evidence brought to rebut this supposition, is by no means conclusive or satisfactory to the native officials; and indeed from what I can gather would simply seem to amount to a declaration of temporary cessation of action, in as far as comprehended by desistance from further attempts to gain possession of the few retaken plank which are all that now constitute the suspected craft.

It appears, however, that Woo Ah yun has thought himself justified in filing a petition through the Viceroy in Foochow to the Taotai here, praying that our authorities be moved to compel two "British subjects" (*sic*) (happily) who appeared in response to official summons as witnesses in the case, to pay to the plaintiff a sum amounting to about \$4,000 for detention, loss of cargo, freight, vessel, and personal liberty; adding, I am informed, that all these disasters were consequent on the "false and malicious" information laid by the defendants before the authorities. The groundlessness of these statements was conclusively shown at the

enquiry held here, and that at the same time the *lorcha* under detention was clearly proved to be "the *Messrs* *Hedge* & Co., of Foochow." Woo Ah yun, if it will perhaps be recollected, is the same individual who on previous occasions stated that he was merely the master of the *lorcha*; besides which there are other statements said to be set forth in the petition, that would seem to be inconsistent with those made by the plaintiff when a witness before the Court at Wenchow. The native public here look on the whole matter as a great joke, the chief point of which consists in the belief that this is only a continuance of the victory which has been gained over foreigners all through, as the former have (rightly or wrongly) always most openly asserted, not merely their *de fait*, but their certain knowledge as to this boat being the very *Mandarin* herself.

Whether or not any of Woo's present assertions when contrasted with his past positions, petitions, and affirmations, materially strengthened the case of those who contend that this is the stolen *lorcha*, is a question which will, I have no doubt, prove of high interest to all immediately concerned.

Be this as it may, it is perhaps not uninteresting to point out that one of the defendants named is not a British subject; and that neither had anything whatever to do with giving or collecting the information on which the Chinese officials acted when arresting the implicated vessel. As I have said before, they were merely witnesses, appealed to after the *lorcha* had been safely hauled up and put under guard.

This does not seem to disconcert Woo Ah yun, however, nor need it do so, seeing how easily he gets over certain geographical facts and natural laws, which notoriously oppose his opening assertions about the defendants and their connection with "his misfortunes."

The *Yung ning* has duly returned, and we are of course glad to see her, although I fear she cannot hope for very much cargo at this time. The prospects of her getting a good freight after Chinese New Year are good, but she is to make three trips in the month, but they all seem to me to be thinking that for the first two months, namely while the trade is being coaxed back to its old centre—perhaps two voyages will be found most convenient. This, however, is a matter which rests entirely with those whose interest it is to specially weigh such considerations.

Apropos of the steamer, and in proof of the goodwill, entertained towards her by the Wenchowites (natives), I may mention that some evil-disposed person or persons (said to belong to Ningpo) diligently circulated reports reflecting on the seaworthiness of the *Yung ning*. This has been strongly resented by the Wenchow people, and pains taken to show the falsity of charges which have palpably arisen from interested motives.

We are at last favoured with a sight of the flag—H.M.S. *Sheldrake* arrived yesterday; but alas! only for a four days stay. I suppose we shall not be similarly honoured for a very long time.

Naval officers who care for shooting are informed that ducks, geese, curlew and plovers abound, and good sport can always be had at little expense. I wonder if the Admiral is a "gunner" (of course I mean fondly), and whether the above statement will often his heart, if not on behalf of the Wenchow exiles, at least in the interest of the members of his service who ought to have some relaxation allowed them after the halls, operas, paper hunts, &c., of the more attractive ports, have become monotonous.—N. C. D. News.

Japan.

(Gazette.)

ANOTHER of those unfortunate fires which every winter are witnessed more or less frequently in the native portion of Yokohama, has destroyed a large number of houses and rendered destitute many who were well-to-do tradesmen, or comfortable householders. This time, also, we regret to have to record a loss of life. About 3.20 a.m. on Sunday, the 12th January, while a stiff breeze was blowing accompanied by the first fall of snow of the season, the fire broke out in a warehouse of the extensive of fire. Thousands hurriedly betook themselves towards Motomachi, where volumes of smoke and bright sheets of flame were seen shooting upwards to a great height. There was the usual scene of panic-stricken people, hurrying hither and thither with portions of their effects, some of which were deposited to the lee of the fire where their owners had the mortification afterwards of seeing them destroyed; coolies were employed in rapidly clearing out the stock-in-trade of some unfortunate vendor of second hand articles; native firemen were making brave, but ill-directed, individual efforts to stay the progress of the flames, or save some article from destruction, and women and children in the back-ground were sitting shivering in the cold bewailing their unhappy lot. The fire engine rushed to the spot, but it was too late. The flames were already too far advanced to be checked, and the fire spread rapidly in all directions. The firemen were unable to get near the burning mass, and the flames were superior to their efforts and burned more fiercely than ever.

Half an hour after the outbreak, the fire was sweeping all before it on both sides of the street, when, fortunately, the wind fell. The contingents from the various navies now concentrated their resources against some houses, which, by means of axes, poles and ropes were demolished and carried away in an amazingly brief period. The breach thus made was the means of checking the fire, for the flames got no further. About the time the fire was at its worst two unfortunate women in trying to get away from the flames, were surrounded and burnt to death. Another poor woman, finding fire on all sides of her, and that escape was hopeless, threw herself into a well and was drowned. The remains of a clerk in a rice store were found in cinders; and it is feared that more lives have been lost as several persons are missing.

The fire originated in a rice store, the occupants of which have been taken to the police station to undergo an examination into the cause of the disaster.

(Herald.)

We believe that negotiations which have long been pending between Japan and the United States have resulted in the execution of the draft of a provisional treaty between the two powers, by which, in consideration of Japan being permitted to have the

unfettered control of its customs tariff, certain supposed reciprocal advantages are to be guaranteed specially to U. S. ships and citizens doing business in Japan. The provisions of the new treaty have been kept secret up to this, no doubt, at the request of the Japanese, but will soon be divulged. We believe it will be found to contain a clause to the effect that the treaty is not to take effect, unless the other powers having treaties with Japan are also willing to agree to the stipulation of her own tariff. As there is no probability of this, the new treaty may be regarded as a nullity. We may probably learn further and authentic details shortly. The transaction wears the aspect of a friendly compact, but which at the same time has no genuine practical value. However, it will please the Japanese mind for the time being; but it is manifest that an agreement which is subordinate to the decision of the other principal powers, cannot be regarded as of much importance, when it is known beforehand that there is no likelihood of England, France, or Germany, following suit.

NAGASAKI.

(Kisling Sun.)

It appears somewhat remarkable that, almost without exception, every sailing ship laden with kerosene for ports in Japan meets with some mishap on her way here. In our Kobe news we found an account of three *Messrs* *Hedge* & Co. vessels, which were murdered. There certainly seems a kind of fatality in the transport of this really useful article, and at first we were inclined to believe that the cargo being at all times a dangerous one, no first-class vessel would care to take it, but so far from this being the case we are told that these very ships bringing out kerosene often return laden with tea, and are as a rule first class vessels and ably manned.

It may not be generally known that fresh butter is to be obtained in Nagasaki, and although the specimen of the native production which we have seen does not equal in quality, and more especially in appearance, that of Kioto and Yokohama, still it is a great treat, and well worthy of the slight difference in price between it and the tinned butter we are accustomed to.

FOUL AIR IN SHIPS' HOLDS.

(*Mitchell's Maritime Register*, October 25.)

The death of four men from foul air in the hold of a ship is an occurrence of so rare a character that it appears to us advisable to make special reference to the man in which, it is said, the gas was produced. The *Elgin* (4) was fitted with a water-tank for ballasting purposes which does not appear to have been used. In that tank a quantity of cargo, consisting of pepper and mangrove bark, was stowed. The pepper, shipped at Singapore and Saigon, is usually in a dry condition, and when stowed in the hold of a vessel it very often swells to such an extent as to burst the bags and damage other goods. The heat dries up wood that is not properly seasoned or has the least sap in it, and gives the ceiling, beams, or planking the appearance of having the dry rot. If pepper is placed near chests of tea or bags of coffee, it will destroy their marketable value by imparting to them its own pungency. Great care is needed when pepper is stowed under hatches in a damp condition. A good Stevedore usually manages to keep this article as near midships as possible, and clear of other goods. It appears that the bags of pepper, as also the bark, which the *Elgin* had on board, were received in a wet state. Red mangrove bark is used in dyeing, and is taken from the tree *Rhizophora gynaecia*, which grows in swampy ground, and is generally found to be thoroughly dried before it is tied up in bundles and sent to ports for shipment. This precaution of drying the bark is not always adhered to, and, unfortunately, in the case of the *Elgin*, it was sent for conveyance without the moisture having been extracted by exposing the article long enough to the action of the sun and wind. The heated steam from the pepper would, it is probable, attack the moist bark, and decomposition of the latter would be the result. The substantial knees of a large ship have been wasted away by the steam from pepper. If, therefore, thick butts or spongy timber can be materially damaged by the heat of pepper, we may assume that moisture require for the hot air or vapour to enter. We cannot find any record, however, of pepper and bark, or of steam, entering, generating such a deadly or dangerous air as to be fatal to human life. The foul air as to be fatal to human life might heated vapour of the pepper alone might render persons instantly insensible on being enveloped in it, but the decomposed bark of the person who was in mixing with the noxious fumes which is too impure for respiration. The tank was open, and, therefore, the pure air from above could find its way to the cargo. Some of the foul air was collected for chemical analysis, and we may yet be favoured with a copy of the report of the analysis. At present that which killed the men is called by the name of "foul air." All foul air must be of a gaseous nature, but there are several kinds of gases. Had an open light been taken into the tank a discovery would quickly have been made as to whether the foul air there was explosive or not. We have direct evidence, however, of its being as poisonous to the lungs as the foul air in sewers. One man fell when in the tank and died, and another of the crew went down to bend a line to the body dropped insensible. A third man went down to the assistance of the others, and he fell dead. The boatswain was the next to descend, and he expired on reaching the place where the cargo was stowed; and the Cook going into the tank he became insensible. There were then four men dead and two insensible. One thoughtful fellow covered his face, mouth, and nose with a handkerchief, and by inhaling the foul air he managed to get to the tank and attach lines to the two men who were unconscious, and by this means they were rescued. This was proof positive that from whatever cause it originated there was sufficient contaminated air to suffocate those who approached it. The 260th Section of the Merchant Shipping Act, of 1854, empowers any officer in command of any Her Majesty's ships on foreign stations, or, in the absence of any such Officer, the Consul, to summon a Naval Officer, whenever a complaint appears to such Officer to require immediate investigation, and is made by the Master of any British ship, or by any certificated Mate, or by one or more of the Seamen belonging to such ship; or whenever the interest of the Owner of any British ship, or of the cargo of any

such ship, appears to such Officer to require it. In pursuance of that power the Consul at Saigon opened a Naval Court of Inquiry at that Port, and, after hearing the evidence of witnesses, came to the conclusion that the fatality "was caused by the generation of foul air from or by the cargo." This leaves the question open as to whether, in the opinion of the Court, the foul air was generated by the cargo itself, or the pepper and bark absorbed the noxious vapours from other directions. As to the damp state in which the cargo was put on board the ship, the Court say that neither the Captain nor his Officers had any control by the Charter-party over its reception. According to this definition of a contract of affreightment, the Master of a vessel must make his ship unsavoury, or perilous to the lives of the crew, by the stowage of goods below deck, in his judgment, it may be unsafe to convey. The members of the Court, however, were alive to the importance of ventilation, for they recommended that the hold in which the mishap took place should have two tubes inserted in it from the upper deck. They also considered that the foul air was so dangerously prevalent in the mainhold as to demand an increase in the ventilation.

The sewer pipes running under our streets are provided with mantraps and grates, notwithstanding which men who enter them are not only liable to, but are actually killed by, the impure air they encounter. The best conveyor or disperser of foul air is said to be a rapid current of water. If this theory is unimpeachable, then the constant flow of a dirty stream through the large brick tunnels that are constructed to carry off the sewage, ought to disperse all noxious gases, and force them up through the apertures made with the object of allowing fresh ingress to pure and agreeable to inspire air. Foul air does not, however, ascend unless it is acted upon by a flow of draught. Stagnated foul air will remain choked up. The mere putting of tubes through hatches will not necessarily compel, as it were, the gases to come up through them. Ventilators may furnish air from above, but are not dependable for drawing up dangerous gases from below. Motion is required to make foul air circulate; and where this cannot be readily attained, as in the enclosed hold of a ship, there is only one other way of getting rid of a gaseous nuisance, and that is by constantly using a force or exhaust pump.

WHO WAS IT?

When the streets are as muddy as yesterday the cars are full of ladies coming and going, and the trick played by a man yesterday on the fourteen ladies in a Woodward avenue car should be frowned upon by every true citizen. If again attempted he may get himself into trouble. He boarded the car with a rubber shoe in his pocket big enough to fit over a No. eight cowhide boot, and at a proper moment, when all eyes were turned upon the car switching past, he dropped the rubber on the floor and then suddenly pretended to see it. Bending over and picking it up he called out:—

"Which of you ladies lost this rubber?" Every face turned pale at the size of it, and each lady gave the other a shy glance.

"Some one in this car lost this rubber!" continued the human hyena as he waved it around.

Not a lady moved. Each one wondered if one of her rubbers had dropped off, but her mind was made up to wade in mud wading before claiming that one.

"The owner can have it—I charge nothing for my services," calmly observed the fiend, as he looked down one side of the car and up the other.

Not a hand was raised, but all feet were drawn under the seat, as if by machinery.

"Very well," said the man, as he rose up to leave the car. "I'm a rubber shop ahead. It won't do the looser any good to call at my office, or to send a boy and basket after this shoe, for I won't give it up."

A VALUABLE SOPORIFIC.

A Paris physician is said to have made a discovery for which railway travellers will certainly combine to vote him a testimonial. Most persons have experienced the misery of a long journey on a line where Pullman cars are unknown

Merchant Vessels in Hongkong Harbour.

Printed and published by Gao, MURRAY BAIN, at the China Mail Office, No. 2, Wyndham Street, Hongkong.